

### STEAM YACHTS IN A RACE.

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**THE SPEEDY NORWOOD AND VAMOOSE HAVE A SPIN ON THE HUDSON**

**Both Start on Even Terms from 125th Street—At Mount St. Vincent the Norwood Is Over a Mile Ahead—She Suddenly Stops Racing and Puts Into Yonkers—Vamoose Goes to Irvington.**

A stormy night race without an accident

A steam yacht race without an audience would not be quite the correct thing, so no one was surprised yesterday when a despatch was received stating that the Yankee Doodle, owned by the McBride brothers of Philadelphia, had broken her propeller blades near Princeton, N. J., at an early hour yesterday morning, and would not be able to race the Norwood over a thirty-mile course on the Hudson, as previously arranged. The despatch, which was dated Trenton, read as follows:

The steam yacht *Yankee Doodle*, which passed through this city at 7 o'clock last evening on route for New York city, where she was to race with the *Norwood*, struck a sunken canal boat near Princeton at midnight, destroying three blades of the propeller and killing one of the crew. The *Yankee Doodle* is the property of the owners, who was aboard at the time, secured several mules and started to have the *Yankee Doodle* hauled back to this city, whence she will be towed to Philadelphia for repairs. The race will be postponed.

Hugh Fraser, who represents Mrs. Norman Le Munro in the management of the *Norwood*, was very much annoyed when he heard of the *Yankee Doodle*'s misfortune and said: "Well, we will go over the course any way, and claim the \$250 forfeit money. The McElrides knew weeks ago that we were to race to-day, and they promised to have the *Yankee Doodle* here for the purpose of making a race with the *Norwood*. Instead of doing that they did not leave Philadelphia until Thursday. Under the circumstances I think we are entitled to the stakes."

While the yacht captains and engineers who make Tebo's Dock, Brooklyn, their headquarters, were discussing the situation, Frank T. Morrill, owner of the Vamoose, came along, and, on being told of the accident, he decided to take a hand. "I don't like to see every one disappointed, so I will take the Vamoose out and give the Norwood a run over," he said. "I will be back in an hour or so." The Norwood, in charge of Capt. Harry Stanwood, and with Engineer Walter Wheeler at the helm, was on the water in less than half an hour. It was not long before the slowly up the Hudson to Yonkers, where she turned and came back to the starting line off the mouth of the river.

Frank T. Morrill, at the wheel, and Engineer Theodore Heilbron looking after her machinery, were on the Vamoose. The race was on.

On board were Joseph Elverson of Philadelphia, George Maxwell, William Betts, and Clement Lasteran. The race was on.

The Vamoose, in charge of Capt. Horton and Theodore Kramback, that were accompanied by Juke Endress, Joseph Smith, Gus Meyer, and a number of other men.

—MORRILL.

It was announced before the start that there would be no race, simply a friendly exhibition. Two teams of four men each were picked. The Riverside Park Norwood was seen coming down the river at a fast clip. The Norwood team was on her port quarter. The Vamoos was on the inside near the New York shore, while the Norwood was half a length behind at 11th street, drew even at 125th street, opposite the bridge, and won by a half length when they swept by the starting point at 2:01:30. From the bluff at Riverside Drive the Norwood was seen several lengths ahead. She carried a tremendous wave amidships, which hit the Vamoos as she came by, and a tiny shower of spray fell on each side of her knife-like cut-water. The Vamoos, as usual, was a little out of water. The teams settled down some feet. In the eight-mile run to Mount St. Vincent the Norwood was over 100 yards ahead. She was loved down at 2:20:30, and shortly afterwards ran into Vamoos. The Norwood was a few feet ahead of Vamoos, while the Vamoos kept on for a few moments, but the Norwood was so turned

After the race across the Ya-noose said they had been in an accident must have occurred to the Norwood, though "Capt. Stanwood said last night that he simply didn't see some passengers." "Why," he further said, "we beat the 'Vamoose out of sight' and they were not in the race." "The 'Vamoose' was simply saying we were running over the course so as to claim the forfeit money from the Yankee." "The 'Vamoose' said that the Norwood was the only one that claimed a victory over the Norwood, and said that, while they had never denied he had been out on the course, they would not claim she would not hold together in a long race and asserted that their prediction was fully realized." "The Norwood was not in the race at this time."

The Vamoose, after turning at Irvington, came back over the course, and after a two-mile run at 3:35-37, making it the thirty-two-mile run in 1 hour 36 minutes and 57 seconds, or at the rate of 10:30 a mile.

The Norwood, after picking up her passengers at Youkers, steamed up to Dobbs' Landing, where she was met by the "Vamoose" and, turned the stake mark at 3:03-31. She followed the Vamoose down the river, and, after passing the "Vamoose" at 3:03-31, she was seen by Weelken for her awnings. According to Capt. Stanwood, just as they were going into the "Vamoose" was a little behind her, and they were helped into a berth by the launch "Floater." The Vamoose, scupper the "Floater" and, after a short stay, starting the race or else the Norwood would never have let the Vamoose pass her the way she did.

**PREMIER CRISP'S REVENGE.**  
A Canadian Newspaper's Correspondence.

**Who Has Been Expelled from Italy.**  
**QUERO, June 22.**—A squadrin has been expelled here by the Italian government has expelled from Italy the correspondent of a Canadian news paper at Rome who was a member of Cardinal Rampulla's staff, and who was deemed guilty of ridiculing French Catholics. The expelled priest is the Rev. Pierre S. La Delfra. Quero, a town of 10,000 people, is the chief town of the French-Canadian "liberal organ" of Canada. The expelled priest was a friend of the late Premier Mercier. It was Mr. Mercier, in fact, who was the President of L'Espresso, and the Cardinal named Father Delfra.

Whether or not the priest is still confined in prison is not known, but no news can be obtained as to his whereabouts, and a remittance sent to him by Mr. Pagnoul, before his arrest was heard of, appears to have been confiscated by the Italian Government, and is now being looked after by the British postal authorities. Father della Croce furnished *L'Electeur*

with weekly correspondence from Rome, and signed his letters "S. Croix." The first intimation of his expulsion received here was the late statement some weeks ago in the European press despatches that a priest called Pierre de la Croix had been expelled from Italian territory for libellous articles against Premier Crispi and the royal family in a newspaper in America. Italian newspapers since come to hand corroborate the telegraphic report, and

L'Esclateur has also received letters from Roman dignitaries offering him services as correspondent, and stating that they had read of the exile of the former correspondent, One of the letters was from a French nobleman, fifteen years at the head of one of the hospitals in Rome. Another was signed "St. Pietro in Vincoli," called the "prison of St. Peter," and from Most of Father della Croce's letters to L'Esclateur were exceedingly interesting. One ridiculed the sacredness of the tomb of St. Peter by the King and Queen; another styles "Premiere Crisp," the great robber of Italy, "the first artist of the century," and another tells of the theft of a number of silver spoons and other articles which were stolen by the guests.

night, the event being the graduation of the second class from the school. Some of the addresses were interesting, as showing the work done by this charity and the manner in which it was being carried out. Some of the boys who might not, except for its influence, have been anything better than street fairies.

Leo Gubermin, who graduated from the plumbing department, told how he had been helped by the school and how he had become a skilled artisan after six months' course in the school. He said he felt the responsibility that a

male with a beard and a black turban. He was made by a good living. Addresses were also made by Gary Polinsky of the carpentry department, Samuel Schwartz of the painting department, and William Avramchuk of the machine department. The students of the Chinese department, who were in the first, also made an address. The students, in which he gave them much good advice.

After the exercises the guests were taken through the shop, where was exhibited a number of the best work done by the boys during the term just over. The courses are in carpentry, wood turning, machinery, plumbing, house painting, sign painting, English, and

One of the excellent features of the school is that each graduate is supplied with all the tools necessary for his trade when he leaves, and is thus equipped at once to begin work at the trade he has learned.